

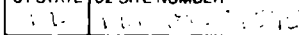


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 L16300000		POTENTIAL HAZARDOUS WASTE SITE PRELIMINARY ASSESSMENT PART 1 - SITE INFORMATION AND ASSESSMENT		I. IDENTIFICATION 01 STATE: IL 02 SITE NUMBER: 1LD98-077595	
II. SITE NAME AND LOCATION					
01 SITE NAME (Legal, common, or descriptive name of site) Conrail Train Yards		02 STREET, ROUTE NO., OR SPECIFIC LOCATION IDENTIFIER Rose Lake Yards			
03 CITY Fairmont City		04 STATE IL	05 ZIP CODE 62204	06 COUNTY St. Clair	07 COUNTY CODE 163
08 COORDINATES LATITUDE: 38 28 30.0 LONGITUDE: 090 06 15.0		09 HAZARDOUS WASTE IDENTIFIER Morik's Mound (7.5')			
10 DIRECTIONS TO SITE (Starting from nearest public road) located off Kings Highway in Fairmont City along railroad tracks, just north of the East St. Louis/Fairmont City border					
III. RESPONSIBLE PARTIES					
01 OWNER (If known) Consolidated Rail Corporation		02 STREET (Business, mailing, residential) 1017 Six Penn Center Plaza			
03 CITY Philadelphia		04 STATE PA	05 ZIP CODE 19104	06 TELEPHONE NUMBER (215) 594 1686	
07 OPERATOR (If known and different from owner)		08 STREET (Business, mailing, residential)			
09 CITY		10 STATE	11 ZIP CODE	12 TELEPHONE NUMBER	
13 TYPE OF OWNERSHIP (Check one) <input type="checkbox"/> A. PRIVATE <input checked="" type="checkbox"/> B. FEDERAL: Conrail (Agency name) <input type="checkbox"/> C. STATE <input type="checkbox"/> D. COUNTY <input type="checkbox"/> E. MUNICIPAL <input type="checkbox"/> F. OTHER: (Specify) <input type="checkbox"/> G. UNKNOWN					
14 OWNER/OPERATOR NOTIFICATION ON FILE (Check all that apply) <input type="checkbox"/> A. RCRA 3001 DATE RECEIVED: / / <input checked="" type="checkbox"/> B. UNCONTROLLED WASTE SITE (CERCLA 103 c) DATE RECEIVED: / / <input type="checkbox"/> C. NONE					
IV. CHARACTERIZATION OF POTENTIAL HAZARD					
01 ON SITE INSPECTION <input checked="" type="checkbox"/> YES DATE 04/04/83 <input type="checkbox"/> NO		BY (Check all that apply) <input type="checkbox"/> A. EPA <input type="checkbox"/> B. EPA CONTRACTOR <input checked="" type="checkbox"/> C. STATE <input type="checkbox"/> D. OTHER CONTRACTOR <input type="checkbox"/> E. LOCAL HEALTH OFFICIAL <input type="checkbox"/> F. OTHER: (Specify)			
02 SITE STATUS (Check one) <input checked="" type="checkbox"/> A. ACTIVE <input type="checkbox"/> B. INACTIVE <input type="checkbox"/> C. UNKNOWN		03 YEARS OF OPERATION BEGINNING YEAR: / / ENDING YEAR: / / <input checked="" type="checkbox"/> UNKNOWN			
04 DESCRIPTION OF SUBSTANCES POSSIBLY PRESENT, KNOWN, OR ALLEGED Oil Wastes (Soluble/Flammable)					
05 DESCRIPTION OF POTENTIAL HAZARD TO ENVIRONMENT AND/OR POPULATION Surface Water (Environment/Population) Ground Water (Environment)					
EPA Region 5 Records Ctr.  304477					
V. PRIORITY ASSESSMENT					
01 PRIORITY FOR INSPECTION (Check one. If high or medium is checked, complete Part 2 - Waste Information and Part 3 - Description of Hazardous Conditions and Incidents) <input type="checkbox"/> A. HIGH (Inspection required promptly) <input type="checkbox"/> B. MEDIUM (Inspection required) <input checked="" type="checkbox"/> C. LOW (Inspect on time available basis) <input type="checkbox"/> D. NONE (No further action needed, complete current disposition form)					
VI. INFORMATION AVAILABLE FROM					
01 CONTACT Frank Mangano		02 OF (Agency/Organization) Conrail		03 TELEPHONE NUMBER (215) 594 1686	
04 PERSON RESPONSIBLE FOR ASSESSMENT James K. Moore		05 AGENCY IEPA	06 ORGANIZATION Land Permits	07 TELEPHONE NUMBER (215) 795-2871	08 DATE 03/23/84 MONTH DAY YEAR



I HIGHLY VOLATILE
J EXPLOSIVE
K REACTIVE
L INCOMPATIBLE
M NOT APPLICABLE



POTENTIAL HAZARDOUS WASTE SITE
PRELIMINARY ASSESSMENT

PART 3 - DESCRIPTION OF HAZARDOUS CONDITIONS AND INCIDENTS

I. IDENTIFICATION

01 STATE 02 SITE NUMBER
IL ILD99-0677545

II. HAZARDOUS CONDITIONS AND INCIDENTS

01 ☒ A. GROUNDWATER CONTAMINATION
03 POPULATION POTENTIALLY AFFECTED 0

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☒ ALLEGED

Oil spills in rail yard could lead to contamination of the groundwater in the area.

01 ☒ B. SURFACE WATER CONTAMINATION
03 POPULATION POTENTIALLY AFFECTED 63,400

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☒ ALLEGED

Drainage ditch runs through the yard which is tributary to the Mississippi River. Oil has been found to be present on surface of water in ditch on many occasions.

01 ☐ C. CONTAMINATION OF AIR
03 POPULATION POTENTIALLY AFFECTED _____

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☐ ALLEGED

01 ☐ D. FIRE/EXPLOSIVE CONDITIONS
03 POPULATION POTENTIALLY AFFECTED _____

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☐ ALLEGED

01 ☐ E. DIRECT CONTACT
03 POPULATION POTENTIALLY AFFECTED _____

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☐ ALLEGED

01 ☒ F. CONTAMINATION OF SOIL
03 AREA POTENTIALLY AFFECTED unknown
(Acres)

02 ☒ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☐ ALLEGED

Soil in area around rail yard observed to be blackened due to runoff of oily wastes from the rail yard.

01 ☒ G. DRINKING WATER CONTAMINATION
03 POPULATION POTENTIALLY AFFECTED _____

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☐ ALLEGED

SEE SURFACE WATER CONTAMINATION ABOVE

01 ☐ H. WORKER EXPOSURE/INJURY
03 WORKERS POTENTIALLY AFFECTED _____

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☐ ALLEGED

01 ☐ I. POPULATION EXPOSURE/INJURY
03 POPULATION POTENTIALLY AFFECTED _____

02 ☐ OBSERVED (DATE _____))
04 NARRATIVE DESCRIPTION

POTENTIAL ☐ ALLEGED



POTENTIAL HAZARDOUS WASTE SITE
PRELIMINARY ASSESSMENT
PART 3 - DESCRIPTION OF HAZARDOUS CONDITIONS AND INCIDENTS

I. IDENTIFICATION

01 STATE IL 02 SITE NUMBER ILD980077595

II. HAZARDOUS CONDITIONS AND INCIDENTS (Continued)

01 ☐ J. DAMAGE TO FLORA
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE _____)

☐ POTENTIAL

☐ ALLEGED

01 ☐ K. DAMAGE TO FAUNA
04 NARRATIVE DESCRIPTION (Include name(s) of species)

02 ☐ OBSERVED (DATE _____)

☐ POTENTIAL

☐ ALLEGED

01 ☐ L. CONTAMINATION OF FOOD CHAIN
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE _____)

☐ POTENTIAL

☐ ALLEGED

01 ☐ M. UNSTABLE CONTAINMENT OF WASTES
(Spills, runoff, standing liquids, leaking drums)

03 POPULATION POTENTIALLY AFFECTED _____

02 ☐ OBSERVED (DATE _____)

04 NARRATIVE DESCRIPTION

☐ POTENTIAL

☐ ALLEGED

01 ☐ N. DAMAGE TO OFFSITE PROPERTY
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE _____)

☐ POTENTIAL

☐ ALLEGED

01 ☐ O. CONTAMINATION OF SEWERS, STORM DRAINS, WWTPs
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE _____)

☐ POTENTIAL

☐ ALLEGED

01 ☐ P. ILLEGAL/UNAUTHORIZED DUMPING
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE _____)

☐ POTENTIAL

☐ ALLEGED

05 DESCRIPTION OF ANY OTHER KNOWN, POTENTIAL, OR ALLEGED HAZARDS

III. TOTAL POPULATION POTENTIALLY AFFECTED: _____

IV. COMMENTS

V. SOURCES OF INFORMATION (Cite specific references, e.g., state files, sample analysis, reports)

IEPA files - Division of Land Pollution Control
Division of Water Pollution Control

EXECUTIVE SUMMARY
Conrail Train Yard
ILD980677595

Information regarding this site is very limited - the files at IEPA only contain reports from 1977 and 1978. It appears as though various areas of the rail yard have been used to dispose of demolition wastes generated on-site. Site inspections during these years pointed out that an inadequate amount of final cover was present on the disposal areas, thus allowing the site to become a potential fire hazard. However, no hazardous or non-hazardous wastes were reported as going to this site, other than the debris from on-site demolition.

Although the landfill itself does not seem to present any problems, the site in general may be of a little more concern. Various operations which take place at the train yard could lead to oil spills in the fuel storage area and the refueling areas. These spills represent potential damage to the environment, as spilled oil may make its way to surface water, or infiltrate into the ground. Contamination of surface water can be intensified if some type of ditch or stream runs through the train yard. At the site in question, a drainage ditch does run through the property, and is tributary to streams which eventually make their way to the Mississippi River.

Conrail Train Yard (previously owned by Penn Central, before it went bankrupt) makes an attempt to treat water possibly contaminated on-site, before it leaves the yard. Dikes, oil separators, and dams were used during the 1970s to prevent oil contaminated water from leaving the site. However, field reports and observations found the treatment to be inadequate. Oil was often found on the surface of the water in the drainage ditch downstream of the site. Furthermore, the area along the ditch, both above and below the train yard, was reported to be oil-stained. Thus, not only is the soil in the train yard contaminated with oil, but also soil in the surrounding area. Because of this, I would suggest that this site be given low priority.